

War Tax Bill Raised to Bring \$2,500,000,000

Conservatives' \$498,000,000 Increase in Profits Levy Brings Confusion

Assessment on Publishers Killed

Debate on Big Measure Will Start With Speech by Underwood

WASHINGTON, Aug. 29.—The entire fight to tax war profits more heavily was thrown completely into confusion in the Senate to-day. The complicated committee amendments which add nearly half a billion dollars to the war profits tax presented a situation which will require considerable discussion before either the conservatives or radicals know whether or not they have won their fight.

Outstanding developments to-day follow:

1—Increase of the bill's levy on war profits from \$562,000,000 to \$1,060,000,000 was proposed in amendments presented by Senator Simmons for a majority of the Finance Committee, designed as a compromise to prevent more radical increases. The maximum rate proposed in the amendments is 60 per cent on profits in excess of 300 per cent.

2—The Senate made changes in the bill which, including the almost doubled levy on war profits proposed by the committee, would bring its total to \$2,522,470,000.

3—In lieu of the House zone system for increasing second class postage rates by \$19,000,000 and the Finance Committee's substitute proposing a flat rate increase of 14 cent a pound, estimated to raise \$3,000,000, the Senate by a vote of 40 to 35 substituted Senator McKellar's zone system to raise \$12,400,000 additional. An effort to strike out the section entirely and leave present postage rates unchanged will be made later.

4—Petitions for cloture signed by 16 Senators to limit debate and force early passage of the bill were presented by Senator Simmons, in charge of the bill. A vote on cloture cannot be taken under the rules before Friday.

The radicals want time to think. The proposals of the committee to impose \$70,000,000, approximately, of the addition on what may strictly be termed war profits, and approximately \$428-

Stone Defends His Record and Attacks Press

Senator Declares He Took Right Course in Opposing the War

Northcliffe Is Assailed

British Representative Is Charged With Prodding Editors Into "Mad Intolerance"

WASHINGTON, Aug. 29.—Senator Stone, of Missouri, to-day paid his respects, in a speech in the Senate, to the editors of a "certain type of newspapers," cartoonists and others who have criticized and caricatured his anti-war attitude.

The Missouri Senator did not attempt to excuse his vote against war, but, on the contrary, said every day that he lived strengthened his conviction that he had taken the right course in opposing America's entrance into the conflict. However, he declared that inasmuch as Congress had sanctioned America's participation in the war he would support every measure to bring it to a successful conclusion.

Senator Smith, of Georgia, also declared the 5 per cent tax on publishers unjust. Statistics show, he said, that it costs the government 1 cent a pound to carry newspapers 75 miles and magazines 100 miles. For that reason, he said, it was unfair to place a tax of one-quarter cent on newspapers when the principal loss results from transporting magazines.

No Slur on Daniels, Says League Head

After receiving notice from Secretary Daniels that all representatives of the Navy League of the United States will be refused admission to any naval quarters, Colonel Robert M. Thompson, president of the league, issued at Washington yesterday a statement to members denying the alleged slur on the navy administration that prompted the order and asserting that Secretary Daniels does not mean to enforce the ruling.

The order of Secretary Daniels directed that, "in view of the slanderous and false statement of the Navy League reflecting upon the honesty of the navy administration and the integrity of the officers, no officer, agent or representative of the Navy League will be admitted to any naval station, naval reservation or ship in the navy."

President Thompson's statement follows, in part:

"Certainly the Navy League has not made the slightest reflection upon the integrity of Secretary Daniels nor upon that of any naval officer. What it did was to draw attention to the fact that statements were being circulated that the Mare Island explosion was the result of a conspiracy, and that the inquiry into this was being blocked."

"After reading the bulletin of which Secretary Daniels complained I find absolutely nothing to justify his temper or his attack. It was one of the usual bi-weekly bulletins issued by our publicity department to newspapers."

"For some time, for reasons known to himself, Secretary Daniels has been unwilling to cooperate with the Navy League. When we offered to provide a committee and funds to look after the dependents of men who were enlisted in the navy he refused us the opportunity. When we offered to donate \$50,000,000 of insurance to the men of the navy without cost to them, he refused to permit them to do so."

"He has now demanded my resignation because he is displeased with a bulletin which was issued as a matter of routine, without my personal knowledge. In the meantime there is one thing for us to do—support the Administration wholeheartedly."

Plans to Divert Freight to South

WASHINGTON, Aug. 29.—The Shipping Board is formulating plans for the diversion of the major part of the wheat and other food shipments abroad from New York and other North Atlantic ports to the principal ports of the South. It is expected that this plan will not only relieve congestion at the northern ports but will enable the railroads to increase their efficiency greatly during the winter months by distributing traffic over the southern routes.

The Shipping Board, it was officially stated to-day, is considering the appointment of Benjamin L. Winchell, of Chicago, traffic manager of the Union Pacific Railroad, to head its traffic department. It is expected that Mr. Winchell's acceptance of the post will be announced within a few days. He will have the title of director of traffic of the Shipping Board and will have the assistance of three practical shipping men—one a specialist on Atlantic Ocean traffic, one experienced in the Pacific traffic, and the third an expert on South American routing.

Besides this central traffic organization in Washington volunteer terminal committees will be organized at all the more important Atlantic and Pacific ports. These terminal committees, acquainted with the local traffic conditions, will cooperate with the traffic department of the Shipping Board in expediting the loading of ships at the several ports.

Officials of the Shipping Board stated to-day that the new traffic plan aimed to secure the most efficient results with the available tonnage. Congestion at northern ports during the last two years, it was pointed out, has often caused ships to remain at their docks for eight or ten days awaiting cargoes. Oftentimes these delays were caused, it was stated, by railroad congestion due to the addition of thousands of tons of food products from the West to the already heavy traffic in manufactured products from Eastern establishments. It is hoped that this congestion will be relieved by diverting the greater part of the food exports to such ports as New Orleans, Galveston, Savannah and Charleston.

Germany Denied Use Of Dutch Vessels

After-War Option Rejected by Holland in Face of Threat to Cut Steel Supply

Washingt. Aug. 29.—The Netherlands government has declined the demand of Germany that Dutch ships, repaired with German steel, be devoted to German use for a period covering five years after the war.

The Netherlands minister recently made inquiry of his government concerning the report that Germany had refused to furnish steel to Dutch shipbuilders unless they agreed to place the ships in German service for five years after the war, and has received the following reply:

"A few months ago Germany asked Dutch repairers of ships to induce ship owners to sign a declaration that for five years after the war these ships would serve the interests of Germany and her allies."

"After the objection of the Netherlands to this clause involving the continuation of war after the war, the clause has been cancelled."

"For new ships to be constructed with German steel, Germany asks that after the war these ships—in case they are not used for Dutch requirements—will be subject to the option of German wants."

"The only motive for this request of Germany is evidently to procure for itself tonnage after the war."

"This last request seems not very important to the Netherlands government as Holland herself will surely want all her tonnage after the war."

"Anyhow, nothing has yet been decided and negotiations are still pending."

Daniels to Break Ground For Navy Shell Factory

WASHINGTON, Aug. 29.—Secretary Daniels left to-night for Charleston, W. Va., to attend ceremonies there tomorrow in connection with the breaking of ground for the \$2,000,000 navy projectile plant, which is to be ready for operation next April. Rear Admiral Fletcher and other members of the navy board which selected the site, accompanied the Secretary. Plans for the \$15,000,000 armor plate factory, to be located on the same tract, have not been completed.

Wheat Committee In Long Deadlock Over Price Fixing

May Put Two or More Rates Up to Wilson for Choice

Producers Obdurate

Hold Out for Better Terms Than Others Will Concede

Food Control Bill Signed by Whitman

WASHINGTON, Aug. 29.—Another prolonged session to-day failed to bring the wheat price committee to a conclusion as to a price for the 1917 crop.

When an all-day meeting adjourned to-night it was announced the committee would go into session again tomorrow with the prospect of fixing a price before the day was over. To this brief announcement Dr. H. A. Garfield, the chairman, added the statement that the committee is weighing every consideration carefully and that all questions are receiving serious study.

The committee several days ago agreed that it should require a three-fourths vote to set any figure. Representatives of the producing interests, it is said, are holding out for a price higher than other members are willing to concede.

When the price finally is determined the committee's recommendation will be transmitted directly to President Wilson, and the price will be announced from the White House. This plan drew the suggestion to-night that in event the committee cannot agree on a price, two or more figures might be given to the President and a decision left to him.

The committee has eleven members besides Dr. Garfield. Representing wheat growers and the farming interests are Charles J. Barrett, of Georgia, president of the Farmers' Union; Eugene E. Funk, of Illinois, president of the Corn Growers' Association; Edward F. Ladd, president of the North Dakota Agricultural College; J. W. Shorttill, Council of Farmers' Cooperative Associations; L. J. Tabor, master of the Ohio State Grange, and Henry J. Waters, president of the Kansas State Agricultural College.

The other members, who represent the consumer and business interests, are W. N. Dosh, of Roanoke, Va., vice-president of the Brotherhood of Railroad Trainmen; R. G. Rhett, of South Carolina, president of the Chamber of Commerce of the United States; James W. Sullivan, of New York, of the American Federation of Labor; F. W. Tausig, chairman of the Tariff Commission, and Theodore N. Vail, president of the American Telephone and Telegraph Company.

Alabama Urges Raise in Coal Rate

WASHINGTON, Aug. 29.—At a conference with members of the Federal Trade Commission to-day, M. W. Bush, representing the bituminous coal operators of Alabama, requested that a horizontal increase of 50 cents a ton on bituminous coal above the prices fixed by the President for this commodity be granted. The scale of prices for Alabama coal as fixed by the President ranged from \$1.90 to \$2.65 a ton, according to quality.

Mr. Bush told the members of the Trade Commission that the operators in his state would be unable to ship any coal at the figures fixed by the President. He pointed out that at some of the mines, owing to the high cost of labor and the difficulties of mining, bituminous coal cost \$4.35 a ton to produce.

The representative of the Alabama operators stated that, while they were perfectly willing to cooperate with the government to secure a fair and just price for coal, they could not continue in business if the scale of prices fixed by the President remained unchanged.

Dr. Harry A. Garfield, fuel administrator, has not been able to give any attention to the coal situation up to the present.



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British Subjects Here Facing Conscription

CHICAGO, Aug. 29.—Colonel John S. Dennis, commanding the Western division of the British recruiting station, said to-day that sufficient Canadians and Britons had enlisted since the recruiting of England's subjects in the United States began to make more than six full battalions.

Colonel Dennis said:

"I am authorized in saying that Britons and Canadians living in the United States who do not voluntarily enlist within the next few weeks will be conscripted."

House Favors Health Corps

WASHINGTON, Aug. 29.—A reserve corps of the Federal Public Health Service, consisting of state, county and municipal health officers, would be authorized under a bill favorably reported to-day by a House committee. Its chief aim is to provide proper health corps to work in vicinities where troops or industrial workers employed by the government are quartered.